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	SUBJECT	٠	Lines and Traffic of Cze	ech Railways	NO. OF PAGES	2		
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	SOURCE A:						_	25X
	SOURCE 6:							
	1.	The Czec mately 1 in Ruthe	hoslovak State Railway Sys 4,600 kilometers of railwa nia totaled about 600 kilo	tem (CSD) has y lines. The meters.	a network total network forfei	ling approxi- ted to the USSR		
	2.	None of the CSD system has been converted to the Soviet broad gauge of 1,524 mm. Electrification of rail lines is about at the 1939 level. A shortage of electric power must be overcome before electrification can proceed.						
	3.							
	4.		important lines in Czecho					
		Svi	sen - Prague - Kolin - Aska Trebova - Olomouc - Prerov - Hranice - nov Vitkovice - Bohumin - Zilina - Poprad - Kosice;					
	-	(b) Che	b - Karlovy Vary - Chomuto sden);	v - Most - Ust	i nad Labem - :	Podmokly - (to		
			gue - Podmokly - (To Dresd					
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- (f) Prague Ceska Trebova Svitavy Brno Breclay Prerov (or Bratislava);
- Bratislava Prerov Bohumin (for freight); (g)
- (h) Bratislava Zilina Bohumin (for passengers).

The first two are the most important for Soviet-interest traffic. No freight traffic and only one military passenger train daily goes from Czechoslovakia via Foland to the USSR.

From Cheb to Pilsen on an express train requires 57 minutes, and to Cop (Chop, USSR), an express train run requires 24 hours. The eastbound train usually runs on time and the westbound train usually runs two to three hours late. As far as I can recall the schedule as operated in 1951 was as follows: Ammive Cop

m - 4 - V-	Depart Cheb	(A)	
Train No		5:45 (app)	
LS-5102	5:45		
	5:45 (app)	6:15	
LS-5103			

On this schedule, locomotives are changed at Prague and Bohumin in the western part of the country; I do not know the locomotive changing stations in Slovakia.

- Several of the factors governing capacity of the lines of western Bohemia are cutlined in three volumes of Supplements /See ID EUCOM Report No Rep 193-51/ to the CSD Traffic Regulations, and pertain only to the Pilsen and Usti nad Labem operating divisions, southwest and northwest, respectively of Prague. The actual traffic on these lines is somewhat less than the maximum traffic capacity. The difference can be seen in the operating timetable maximum traffic capacity. The usually operating timetable maximum schedules, are run only when required. The sum total of these run. The "on demand" schedules, are run only when required. The sum total of these demand trains represents the difference between the normal traffic and maximum traffic capacity. 6. capacity.
- Normal traffic between Cheb and Pilsen in 1951 amounted to about: 7.
 - 11 regular freight trains, each way 2 or 3 irrecular freight trains, each way 12 passenger and express trains, each way

rains per day, each way 26--

between Cheb and Chomitev

5 :

- 14 regular freight trains, each way 2 irregular freight trains, each way ? passenger trains, each way

16-plus trains per day, each way

General commodity traffic is hauled on nearly all CSD lines. There are no main lines devoted exclusively to special types of traffic. In autumn, culminating in October, most lines in Bohemia and Moravia have extremely heavy traffic in potatoes, sugar needs and coal.

- end -

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